Margaret P. Grafeld Declassified/Released US Department of State EO Systematic Review 04 MAY 2006

Message Text

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PAGE 01 BRUSSE 01483 131228Z

21/11
ACTION EUR-12

INFO OCT-01 ISO-00 PM-04 NSC-05 SP-02 SS-15 CIAE-00 INR-07

NSAE-00 L-03 MC-02 OMB-01 TRSE-00 EB-07 DOTE-00 FMC-01

COME-00 ACDA-05 SAJ-01 /066 W
---------- 069938
R 130827Z FEB 76 CORRECTED COPY FOR MCN
FM AMEMBASSY BRUSSELS
TO SECSTATE WASHDC 6074
SECDEF WASHDC
CINCUSNAVEUR LONDON ENGLAND
CINCUSAREUR AEAGD-T, HEIDELBERG
NFO RUFHOL/AMEMBASSY BONN 2805
AMEMBASSY THE HAGUE
AMEMBASSY LONDON
AMCONSUL ANTWERP
USMISSION NATO BRUSSELS
USNMR SHAPE
CONSCELM BREMERHAVEN GERMANY
CINCUSAFE RAMSTEIN AB GERMANY
USCINCEUR VAIHINGEN GERMANY
CDR MTMC WASHDC
CDR COMSC WASHDC
CDR 4TH TRANS BDE OBERURSEL GERMANY
CDR USATTGE RODM NETHERLANDS
COMSCLANT BAYONNE NJ
DIA WASHDC
MSCO ROTTERDAM NETHERLANDS
CDR USAPAE FRANKFURT GERMANY
HQ BENELUX TERMINAL/CO/ROTTERDAM

C O N F I D E N T I A L BRUSSELS 01483

SECDEF PASS TO DDESB

3.O. 11652: GDS
TAGS: MMOL MARR NATO BE US
SUBJECT: RESTRICTIONS ON USE OF ZEEBRUGGE
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PAGE 02 BRUSSE 01483 131228Z

Margaret P. Grafeld Declassified/Released US Department of State EO Systematic Review 04 MAY 2006

Margaret P. Grafeld Declassified/Released US Department of State EO Systematic Review 04 MAY 2006

REF: BRUSSELS 318

SUMMARY: BELGIAN GOVERNMENT REMAINS CONCERNED AT DECISION TAKEN BY LOCAL AUTHORITIES ADVERSELY AFFECTING MUNTIONS SHIPMENTS THROUGH ZEEBRUGGE. SOME SPECIFIC CONCERNS OF PORT AUTHORITY FURTHER IDENTIFIED AND FOREGIN MINISTRY HOPES TO BE ABLE TO FURNISH US WITH WRITTEN COMMENTS. END SUMMARY.

1. IN RECENT FOLLOWUP DISCUSSION WITH FOREIGN MINISTRY ACTION OFFICER, AMB. DENORME, HE TOLD US HE HAD BEEN INFORMED OF SOME SPECIFIC CONCERNS OF PORT AUTHORITY, WHICH HE HOPED TO GET FROM THEM IN WRITTEN FORM AND IN MORE DETIAL TO PASS TO US FOR ANALYSIS. HE WAS TOLD ORALLY THAT FOLLOWING PROBLEMS ARE WHAT LED PORT AUTHORITY TO MAKE ADVERSE DECISION IT DID:
(A) MAP FURNISHED WITH US STUDY SHOWED MUNITION SHIPS BERTHED AT QUAY 3 , NOT QUAY 4, WHICH 120 METERS CLOSER TO POPULATED AREAS.
(B) RADII DRAWN FROM SHIP BERTH STOP AT MOLE AND DO NOT CONTINUE ACROSS MOLE TO BEACH WHICH HEAVILY POPULATED IN SUMMER.
(C) PORT AUTHORITY DID NOT ACCEPT FIGURES FOR K FACTOR IN PARA B AND ENCLOSSURE 1 OF US STUDY. K FACTOR IS MAIN ISUE FOR POPULATED AREA AS WELL AS BASIS OF BELGIAN FEARS OF SECONDARY EXPLOSIONS OF GAS TANKS AND SUPER TANKERS AT MOORING POINTS. PORT AUTHORITY ALSO FEARS FOR LOCK GATES, WHICH IF DAMAGED MIGHT LEAD TO WIDESPREAD FLOODING. COMMENT: DENORME DID NOT FULLY UNDERSTAND THIS TECHNICAL ASPECT OF QUESTION. NOR DO WE, BUT WE CITE IT AS POINT US EXPLOSIVES EXPERTS MAY WISH TO LOOK INTO. DENORORME DID SAY THAT USABELGIAN DIFFERENCE OVER CUBE ROOT VS. SQUARE ROOT WAS NOT AN ISSUE AND IN ANY CASE LED TO ONLY A MARGINAL DIFFERENCE. END COMMENT.
(D) LOCAL AUTHORITIES, WHO APPEAR TO BE STILL GROPING WITH PROBLEM, SEEM TO BE ON VERGE OF CHANING THERI RESTRICTIONS (BRUSSELS 11406, DECM 19, 1975) TO PERMIT (1) TOTLA OF 3600 MT GROSS WEIGHT (500 MT NEC) IN PORT SIMULTANEOUSLY AS LONG AS NO ONE SHIP CARRIES MORE

THAN 1800 MT GROSS WEIGHT (250 MT NEC); AND (2) EASTER PERIOD TOTAL PROBHIBION MAY BE CUT TO ONE WEEK RATHER THAN TWO WEEKS BEFORE AND AFTER EASTER.
(E) IN LIGHT OF DISASTROUS NEWYEAR'S EVE FIRE AT LA LOUVIERE (IN AFTERMATH OF WHICH LOCAL OFFICIALS WERE JAILED FOR NOT ENFORCING LAW), PORT AUTHORITY HAS REEXAMINED EXISTING OCT. 31, 1963, REGULATIONS. THESE STATE THAT NO MUNITIONS HIPS WILL BE PERMITTED IN PORT

Margaret P. Grafeld Declassified/Released US Department of State EO Systematic Review 04 MAY 2006

Margaret P. Grafeld Declassified/Released US Department of State EO Systematic Review 04 MAY 2006

OR MUNITIONS HANDLED ON DAYS ON WHICH PASENGER SHIPS ARE LOADING OR UNLOADING THERE. THIS REGULATION WAS PREVIOUSLY INTERPRETED TO EXLUDE FERRIES, WHICH USE ZEEBRUGGE DAILY, FROM DEFINITION OF PASSENGER SHIPS. COMMENT: NEITHER DENORME NOR WE CAN EXPLAIN AT THIS STAGE APPARENT DISCREPANCY BETWEEN THIS COMMENT AND POINT D ABOVE. END COMMENT.

2. WE WILL CONTINUE TO FOLLOW UP WITH FOREGIN MINISTRY AND KEEP ADDRESSEES INFORMED OF DEVELOPMENTS WOULD APPRECIATE BEING LISTED AS INFO ADDRESSEE ON ANY MESSAGES THIS GENERAL SUBJECT BETWEEN ADDRESSEES. RENNER

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Margaret P. Grafeld Declassified/Released US Department of State EO Systematic Review 04 MAY 2006

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Margaret P. Grafeld
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